

THE NORTHERN AREA PLAN

Adopted By The Chesterfield County
Board of Supervisors
August 13, 1986

Prepared by:
Harland Bartholomew and Associates, Inc.
in conjunction with
Chesterfield County Planning Department

LIST OF PARTICIPANTS

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Citizens of Chesterfield County

Introduction

The **Northern Area Land Use and Transportation Plan** is the product of an interactive, six month review process which culminated in its adoption by the Chesterfield County Board of Supervisors on August 13, 1986. During this review period, the Chesterfield County staff, Planning Commission and Board of Supervisors, along with citizen participants, offered suggestions for revising the recommended plan prepared by Harland Bartholomew & Associates, Inc. Major concerns during this review period focused on several issues:

- alternative alignments for proposed Route 288;
- right-of-way classification for Winterfield and Buford Roads;
- improvement of development standards

for Route 360; and

- redevelopment of the Route 360 corridor between Chippenham Parkway and Turner Road

This document contains the adopted **Northern Area Land Use and Transportation Plan** and is the result of this review and exchange of ideas.

The Adopted Plan

The adopted Land Use and Transportation Plan for the Northern Planning Area, shown on Figure 1, is intended as a guide to accommodate the additional development expected to occur during the next 20 years. The Plan addresses forecasted traffic volumes and is heavily influenced by existing conditions, zoning, and trends in land use conversion. Additionally, it should be noted that the Plan also takes into consideration adopted plans for the following, adjoining planning areas, where growth is expected to impact future development in the Northern Area: the Jahnke/Chippenham and Turner Road Planning Areas, generally east of Turner Road between the Richmond City Limits and Walmsley Boulevard; the Powhite/Route 288 Planning Area, generally west of Winterfield, Courthouse and Claypoint Roads; and the Bon Air community. The **Northern Area Land Use Plan** provides for an increase in development, expected to occur as a result of anticipated opportunities for economic growth. The resulting traffic analysis responds to the scale and type of transportation facilities required to adequately serve the planned land use pattern.

The goals and policies included with the **Northern Area Land Use Plan**, provide a framework for implementation. Also included are specific actions which are intended to assist in the implementation of the goals and policies.

Land Use Plan

The future land use plan for the Northern Area is intended to encourage long-term community stability and quality development within an existing framework of planned diversity. Since the land use pattern is already largely determined by what presently exists, the Plan seeks to coordinate future land use needs with justified increases of economic and population growth.

The Midlothian Turnpike corridor will continue to be one of the County's prime locations for planned light industrial, commercial and office uses. Among the assets of this corridor are its visibility and accessibility, which foster expanded business activity. The Chesterfield Mall area is shown as having potential for development as a regional multi-use center combining additional retail, light industrial, office, and higher density residential uses in close proximity to the labor force. Traffic circulation improvements which support more intensive development include completion of a loop road encircling the Midlothian Turnpike/Huguenot Road/Courthouse

Road intersection.

Other proposed road improvements in the Northern Planning Area include the Powhite Extension and Route 288 which will improve north-south access to employment and retail centers. Interchanges on these roadways provide additional, centralized locations that are well suited for targeting expanded business uses. The exact alignment for the Northern portion of the Route 288 corridor has not yet been determined, and therefore, the land use pattern shown for the potentially impacted areas reflects a cautious approach, designed to protect the character of the growing number of high quality, large-lot subdivisions, and to limit the intensity of growth consistent with existing development constraints as presented by environmental factors and the lack of public utilities. Higher intensity land uses, which would most likely be associated with the construction of this type of transportation facility, should be considered in conjunction with the approval of the corridor and construction of the facility. Additionally, it should be noted that each of the two possible locations of Route 288 as shown on the Plan reflect the need to improve regional access by completing the circumferential highway system north of Powhite Parkway. As development continues to expand in this portion of Chesterfield County, the opportunities will decrease for designating an alignment and facility design, that will be the least disruptive to existing development.

Further details regarding the additional transportation improvements are shown on the **Northern Area Land Use Plan** and are discussed in more detail in the next section.

Development along the Hull Street Road corridor has been planned to avoid the functional and aesthetic problems which currently exist along Midlothian Turnpike. Well defined areas that will facilitate the concentration of future commercial and office development are designated on the Hull Street Road corridor where rapid residential growth has already stimulated the conversion of significant frontage areas for commercial uses in the vicinity of Genito and Courthouse Roads. By encouraging the clustering of commercial activities, additional opportunities are preserved for establishing and maintaining attractive office developments compatible with medium density residential (1.5 to 4.0 dwelling units/acre) neighborhoods outside the corridor. A corridor overlay district, proposed between Turner and Courthouse Roads, is intended to improve the quality of development on Hull Street Road by addressing access management, landscaping, signage, architectural continuity and parcel size. Overall, such an approach will result in improved traffic flow and enhanced visual quality. For example, office/mixed use shown at the Hull Street Road/Walmsley Boulevard intersection recognize the business potential of this visible location. However, possible neighborhood compatibility and encroachment problems (which would result from separate, uncoordinated development of each small parcel) are addressed by encouraging the integration of activities into several mixed-use centers designed for compatibility with adjacent neighborhoods. Additional opportunities should

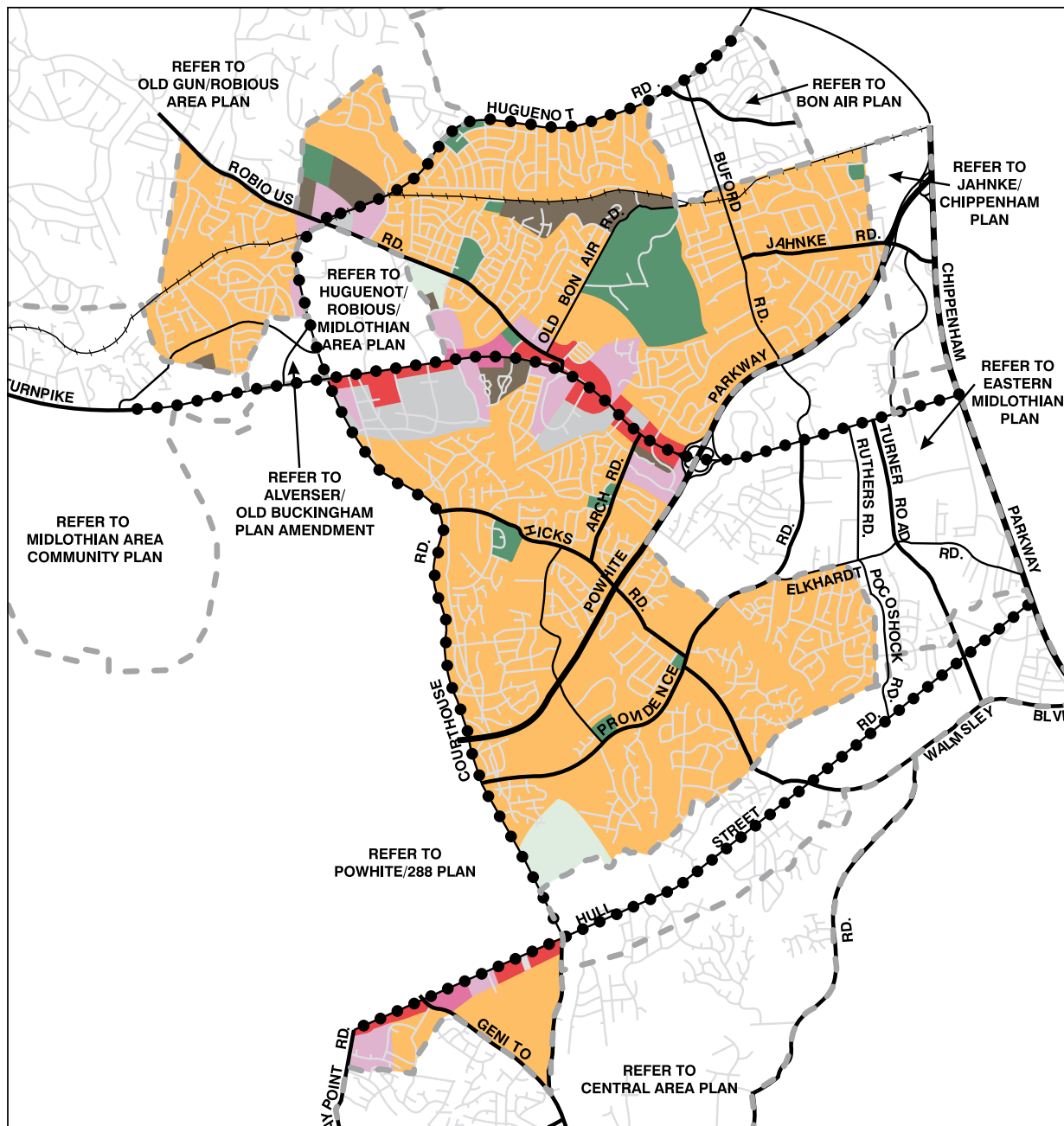
be preserved for establishing attractive and affordable medium/high density (4.01 to 7.0 units per acre) townhouse or cluster home neighborhoods in the Hull Street Road area and at other locations as indicated on the Plan. Limited designation of business uses in the Bon Air and the Midlothian Village areas, consistent with the scale and unique village character of these communities, will contribute to their long-term vitality.

Office uses, generally triggered by substantial residential and commercial development, are recommended along Midlothian Turnpike, Hull Street Road and Huguenot Road where such activities provide an improved transition of land use between light industry, commercial and higher density residential uses. The amount and location of land planned for office uses in the Northern Area will accommodate the expected market demand generated by population and business growth. The design of high quality office parks should be encouraged.

The range of residential densities shown on the Plan recognizes the need to provide a variety of housing types for households of all income levels and to encourage an efficient use of the road network and public utility systems. Additional opportunities for high density residential uses (7.01 units or more per acre) are shown generally within designated multi-use centers along the Midlothian Turnpike/Hull Street Road corridors and in the vicinity of Huguenot and Robious Roads. These areas will serve as a primary focus for expanded multi-family housing opportunities near major employment, shopping and recreation facilities, and should be compatible with established residential areas. Medium/high density (4.01 to 7.0 units per acre) residential locations are concentrated along the Hull Street Road corridor and are planned at other locations where such densities serve as improved transition zones between employment and retail centers and neighborhoods with single family detached homes. Medium density residential uses (1.5 to 4.0 units per acre) comprise larger areas outward from the concentrations of higher intensity land uses. Residential development at similar densities has already occurred throughout an extensive part of the planning area, firmly establishing this as the predominate density of residential land use. The remainder of the planning area is recommended for continued low density residential development (less than 1.5 units per acre) and includes land generally located near the James River, in the vicinity of the Salisbury and Robious Road areas. By maintaining these low residential densities near the James River, opportunities will be gained to protect the character of the numerous large-lot subdivisions which already exist and the environmentally-sensitive natural features and scenic quality of the riverfront. In addition, the area adjacent to the Powhite Creek in Bon Air is recommended for recreation/open space uses because physical limitations restrict its development potential for more intensive uses.

The overall intent of the Plan is to present an achievable growth scenario which is guided by adopted Goals and Policies. Most importantly,

NOTE: Alignment for the northern Rt. 288 corridor will be determined with the completion of a VDOT environmental impact statement



NORTHERN AREA

LAND USE AND TRANSPORTATION PLAN

LEGEND

- Medium Density Residential (1.51 to 4.0 units/acre)
- Medium/High Density Residential (4.01 to 7.0 units/acre)
- High Density Residential (7.01 units/acre or more)
- Office
- Light Commercial
- General Commercial
- Light Industrial
- Public/Semi-Public
- Parks, Recreation or Open Space

RIGHT - OF - WAY CLASSIFICATION

- Limited Access (200')
- Major Arterial (120' - 200')
- Major Arterial (90')
- Collector (70')

Note: All boundaries are generalized at this scale. Please verify boundaries and scale distances with the Planning Department.

0 6500 13000
Feet



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the land use pattern recognizes the Northern Area's assets for business development relating to its location, transportation access, availability of land and proximity to the labor force. By encouraging quality light industrial, commercial, and office development in the existing Midlothian Turnpike business corridor, the aesthetic and functional character of this area will be improved with compatible infill development. The establishment of special development standards within the Route 360 (Hull Street Road) Corridor Overlay District provides an opportunity to promote high quality development through greater attention to site details. Redevelopment activities appear to be appropriate for the eastern section of the corridor (east of Turner Road) and should encourage more efficient use of land resources, improving the area's economic viability.

Multi-use activity centers integrating compatible business, high density residential and recreational uses, and providing for efficient access and circulation should be encouraged at designated locations. Piecemeal development with separate, direct access onto major thoroughfares should be discouraged. New development should be sited with special attention given to potential compatibility and encroachment problems with surrounding residential neighborhoods. By encouraging efficient land use patterns, a greater opportunity exists for future development of activity centers on large vacant tracts, consistent with the proper timing of public utility extensions and road improvements. Consequently unique and valuable natural areas and open space are preserved more easily because growth pressures are diverted elsewhere.

With the development potential of the Northern Area, especially linked with that of the Powhite/Route 288 Planning Area, it should be emphasized that the future land use pattern for both planning areas be considered jointly, in a continuous process, and refined by the details of future development plans as appropriate.

Transportation Plan

The transportation plan for the Northern Area is designed to provide the improvements necessary to support the pattern of land use development for the Northern Area described previously. The extensive growth that is called for in the Northern Area land use plan, coupled with similar rapid development expected for the Powhite/Route 288 Planning Area, result in heavy demands on the transportation system.

The Transportation Plan calls for the following roadways to be developed as limited access facilities:

1. Route 288 North - A segment of Route 288 should be constructed through the northwestern part of the County to improve access in this area and to provide an additional link to I-64. The two proposed locations shown on the Plan represent two possible alignments. The Virginia Department of Transportation is performing an Environmental Impact

Study which will consider these and other alternatives, and define a final roadway alignment and design.

2. Chippenham Parkway - This existing roadway is designated as a limited access facility with a 200-foot right-of-way width. It is anticipated that the entire length of this roadway should be widened to provide improved traffic flow.
3. Powhite Parkway Extension - An extension of this existing facility is under construction, west of Chippenham Parkway, to provide improved north-south access throughout the Northern Area.

The Transportation Plan indicates that only one new arterial street is necessary in addition to the widening of existing streets. The extension of Cranbeck Road will serve as a link between Huguenot Road and the Chesterfield Mall loop road. Midlothian Turnpike, Hull Street Road, Courthouse Road, and Huguenot Road are major arterial facilities (120 - to 200-foot right-of-way width) which will facilitate travel throughout the Northern Area. Other major arterial streets, designated with a 90-foot right-of-way, may require widening in the future.

The Transportation Plan has classified roadways by right-of-way width and suggests that implementation of these improvements is tied to the preservation of the required right-of-way for each improvement. Implementation of major roadway improvements will occur over an extended period of time. Therefore in undeveloped areas right-of-way for major roadway improvements is preserved as a part of the development approval process. In areas with existing development, right-of-way for major roadway improvements should be preserved where possible, however in most cases the additional right-of-way will become a part of the roadway construction cost.

Goals and Policies

The recommended goals and policies provide a framework for implementation of the Plan, presenting a statement of what the Plan hopes to accomplish in a broad context based on the analysis of opportunities and constraints for future development of the Northern Area. The goals are statements of general direction and fundamental considerations which are intended to be a basic guide for development decisions. The policies describe rules or courses of action to be followed in reaching a goal, and implied within each policy statement is a specific accomplishment which is the result of carrying out the policy. Each goal statement is accompanied by related policy statements. The individual goals and policies do not stand alone, but are part of an interrelated network, and achievements resulting from a certain policy may assist in achieving more than one goal. This network provides the basis for implementation measures, which define specific actions to carry out the following goals and policies.

Goal 1.1. Encourage the development of designated multi-purpose centers, providing a range of diverse residential, recreational, commercial and employment opportunities to serve as focal points of activity in the area.

Policy 1.101. Reserve sufficient land area in the vicinity of existing regional centers such as Chesterfield Mall and Cloverleaf Mall to allow additional development to expand and support present retail commercial uses.

Policy 1.102. Designate locations for future multi-use development where there are large tracts of undeveloped land with existing or potential direct access to the regional highway system.

Policy 1.103. Develop mechanisms to reserve areas designated as multi-use centers for high intensity development. Provide flexibility to allow phasing of development to respond to market conditions or timing of capital improvements.

Policy 1.104. Require that site development of multi-purpose centers provide transitional land use areas and incorporate appropriate design treatment (such as additional setbacks, landscaping, fencing and screening, or variations in building height and massing) where necessary to protect adjacent areas of lower intensity development.

Goal 2.1. Promote high quality office/industrial development in locations accessible to the regional transportation system and which support the development of multi-purpose centers.

Policy 2.101. Encourage the assemblage of parcels of land to create sites having sufficient frontage and depth for proper internal and external access and land use relationships.

Policy 2.102. Establish improved development standards for office and industrial uses that provide design treatments such as additional setbacks, landscaping, fencing and screening, variations in building height and massing to enhance the visual order, create transitions, and protect adjacent lower intensity land uses.

Policy 2.103. Design of office/industrial development should be characterized by low to mid-rise structures and integrated with supporting commercial uses, with higher intensity uses located in development nodes at major intersections or in coordinated multi-purpose centers.

Policy 2.104. Pursue development of technology-related industrial/office parks which provide a campus-like environment and allow a complementary blend of uses including offices, business and communication services, data processing, research laboratories, distribution facilities, and "clean"

light-industrial uses.

Goal 3.1. Improve the aesthetic and functional character of development along the area's major corridors to create an attractive contemporary environment suitable for commercial, office/service, and higher-density residential use.

Policy 3.101. Encourage the assemblage of property to provide tracts with adequate road frontage and depth to accommodate higher intensity development.

Policy 3.102. Encourage attractive and efficient grouping of commercial uses at appropriate locations and discourage the formation of commercial strip development.

Policy 3.103. Encourage mixed-use development and planned multi-purpose centers where compatibility can be maintained.

Policy 3.104. Establish improved standards of design for landscaping, signage and building treatment in all future development along Routes 60 and 360.

Policy 3.105. Limit access to reduce potential conflict points to preserve the integrity of major arterials and advance public safety.

Goal 4.1. Create a future development pattern which can be achieved in stages so that initial growth is capable of being phased into a larger cumulative development pattern, coordinated with provision of public services.

Policy 4.101. Develop coordinated, phased improvement plans for public facilities which will expand their service areas in accordance with ultimate development defined in the Plan, as opportunities for economic growth generate additional development.

Policy 4.102. Target priority public improvements, particularly, transportation facilities and utilities which would support development of multi-purpose regional centers or other areas of economic development opportunity.

Goal 5.1. Within areas of urban development, delineate residential areas to provide a variety of living environments which contribute to community identity and provide amenities which maintain long-term quality of development.

Policy 5.101. Protect the character of existing single family residential areas.

Policy 5.102. Encourage variety in housing types in accordance with a careful and systematic approach to locations and relationship surroundings.

Policy 5.103. Provide for an appropriate transition from residential areas to commercial or industrial areas by buffering and land use variations.

Policy 5.104. Provide a continued focus for community identity by maintaining the village-like character of the existing communities of Midlothian and Bon Air.

Goal 6.1. Develop a broad range of recreational opportunities within a park and open space system which preserves and enhances the area's landforms and natural features.

Policy 6.101. Continue to provide neighborhood and community recreation facilities through the County park system in accordance with the County policies for park site location.

Policy 6.102. Continue to provide recreation facilities in conjunction with schools and other public sites to maximize opportunities for joint use.

Policy 6.103. Encourage provision of private recreation facilities and related amenities in residential developments, particularly, in areas of higher density to supplement public facilities and incorporate into a Countywide "greenways" system.

Policy 6.104. Locate future park sites to take advantage of passive recreational opportunities presented by natural features such as stream corridors and wooded areas and protecting such features from more intensive or incompatible development.

Policy 6.105. Identify opportunity sites for recreational use along the James River to secure public access to this important amenity.

Policy 6.106. Designate a system of bicycle/pedestrian routes which will link parks and other recreation sites in the Northern Area, and also provide linkage to a Countywide trail system.

Goal 7.1. Promote quality of design in future public and private development which will contribute to creation of a visually attractive environment and a distinct community identity.

Policy 7.101. Develop improved buffer standards to mitigate the incompatibility of adjacent uses. Incorporate buffers and natural areas into linear parks and an overall Countywide "greenways" system.

Policy 7.102. Insure that appropriate design treatments and visual character are considered as an integral part of all public improvements and facilities.

Policy 7.103. Require that site development respects natural contours of the land and incorporates significant landscape features, without excessive grading or removal of vegetation.

Policy 7.104. Provide greater flexibility in the zoning and subdivision regulations for

clustering and varying densities within a development to take advantage of site amenities such as ponds, open areas, mature tree stands, and stream corridors.

Policy 7.105. Encourage the development or larger tracts of land as planned community units providing for varied housing types with open space and other amenities.

Policy 7.106. Encourage integration of open spaces, pathways, bikeways, courtyards, and other amenities, into site planning standards for private development, especially residential developments at medium to high densities.

Goal 8.1. Protect areas or sites of significant environmental, historic or scenic character from incompatible or intensive development which would destroy or disrupt their unique character.

Policy 8.101. Establish procedures for formally designating environmentally-sensitive areas and defining specific guidelines for their use and development.

Policy 8.102. Incorporate a mechanism for environmental assessment into the zoning and development approval process where designated environmentally-sensitive areas are involved.

Policy 8.103. Preserve the integrity of floodplain areas through continued participation in the National Flood Insurance Program and restrictions on development in flood prone areas.

Policy 8.104. Encourage maintenance of "greenways" along streams through mechanisms such as conservation easements and cluster development.

Policy 8.105. Establish formal procedures for consideration of the impact of development on County historic landmarks.

Policy 8.106. Cooperate with other agencies in the region to preserve the natural and scenic character of the James River valley.

Policy 8.107. Limit development along the James River west of Old Gun Road to low intensity uses which are compatible with the natural features of woods, ravines and river bluffs.

Goal 9.1. Provide an efficient, cost-effective, convenient and safe transportation system.

Policy 9.101. Implement traffic improvements such as, but not limited to signalization, turning lanes, vertical and horizontal alignment changes to improve sight distance, and pavement markings to increase overall capacity and the safety of County roadways.

Policy 9.102. Improve facilities where lane widths or bridge cross sections are sub-standard; railroad crossings are hazardous;

and vertical and horizontal alignments are substandard.

Policy 9.103. Design an integrated system of arterial and collector streets.

Policy 9.104. Continue to preserve designated right-of-way widths in accordance with the Plan.

Policy 9.105. Continue coordination and consultation with the Virginia Department of Transportation with regard to establishing priorities and identifying alignments and right-of-way needs for existing and proposed facilities.

IMPLEMENTATION

Implementation of the Land Use and Transportation Plan for the Northern Area is a process which involves both long-term and short-term considerations. A principal focus of the Plan is to direct growth so that future land use patterns and development character contribute to maintaining long-term quality of the area's living and working environments. There are established land uses and roadways in much of the Northern Area, but only a few larger tracts of vacant land remain, so that potential for significant changes in the basic land use pattern is relatively limited. The challenge facing the area is to insure that future development makes the best use of remaining vacant land and blends with existing development.

Because a principal focus for development in the Northern Area is along the major transportation corridors (Routes 60 and 360), their future use is critical in maintaining long-term quality and stability. Construction of major regional transportation facilities such as the Powhite Extension and Route 288 will create potential nodes of development at major interchanges. These nodes of development, as well as "infill" construction along existing transportation corridors, can be used to focus business development in centers rather than a pattern of unrelated strip development. The following implementation strategies and actions reflect the primary goals of maintaining a balanced land use pattern which promotes planned diversity, community identity and quality of development.

Strategy 1: Direct nonresidential development to create and support designated multi-use centers of appropriate scales to serve regional, community, and neighborhood needs.

Action 1.101. Refine and adopt the proposed "High Intensity Development Sector and Corridor Concept" to encourage mixed-use development of an appropriate intensity and foster public/private partnerships for timely implementation of services.

Action 1.102. Limit expansion of nonresidential zoning to areas designated in the Plan, adjacent to existing development or proposed as future multi-use centers.

Action 1.103. Designate public improvements for priority implementation such as the Route 60/147 loop road which would support development of multi-use centers.

Strategy 2 Strengthen the Zoning and Site Plan process to encourage coordinated high-quality nonresidential development.

Action 2.101. Develop a Design Standards Handbook that provides detailed supplemental guidelines for site development including specific elements for traffic and parking, landscaping, drainage, building coverage and orientation, and other major elements. These standards should be developed in a series addressing the particular requirements of various types of development ranging from low-intensity office and neighborhood commercial centers, to multi-story office complexes and industrial parks.

Action 2.102. Develop prototypical case studies of application of site design standards to assist in designated redevelopment areas.

Action 2.103. Consider the development of a land use compatibility matrix to assist in determining the need for buffering between adjacent uses.

Action 2.104. Revise the existing zoning classifications for Office, Commercial and Industrial uses to provide greater flexibility and enhance the overall quality of such development.

Action 2.105. Develop Special Corridor Standards to address access, landscaping, signage, architectural continuity, and parcel size for the Route 360 corridor and consider their application through an Overlay Zoning District.

Action 2.106. Encourage redevelopment or upgrading of obsolescent uses along Routes 60 and 360. Consider designation of specific redevelopment areas within these corridors to foster private redevelopment.

Strategy 3: Provide for effective and detailed planning of small areas and communities to address special needs and opportunities.

Action 3.101. Incorporate previously adopted plans into the Northern Area Plan (**The Bon Air Plan, The Jahnke/Chippenham Plan** (as amended), and the **Turner Road Corridor Land Use and Transportation Study**).

Action 3.102. Undertake the preparation of community plans as needed when large-scale development proposals would significantly alter the character of the existing neighborhood.

Strategy 4 Pursue mechanisms to encourage a higher standard of development in urban residential areas.

Action 4.101. Encourage the use of planned

developments by streamlining the review process for smaller tracts of land (under 100 acres).

Action 4.102. Amend the Zoning Ordinance to incorporate a system of density bonuses based upon established performance criteria.

Action 4.103. Provide and encourage the use of cluster development with specific zoning and subdivision provisions to permit a reduction in lot sizes when accomplished by preservation of natural features or open space. The preservation of natural areas would be accomplished through dedication of public land or permanent conservation easements to be incorporated into a Countywide "greenways" system.

Action 4.104. Establish other procedures to permit variations from subdivisions design and improvement standards which would preserve natural features and landforms in residential areas.

Action 4.105. Require additional setbacks for all lots abutting a major road to insure that adequate setbacks will be maintained in the event future road widening is required.

Strategy 5: Preserve the character and integrity of existing single family residential areas.

Action 5.101. Create two agricultural zoning classifications to replace the existing Agricultural Zoning regulations. Amend the Zoning Ordinance to require minimum lot-size standards in the "agricultural district," and to create an "agricultural-residential district."

Action 5.102. Consider reclassifying agriculturally zoned property within urban areas of the Northern Planning Area to the "agricultural-residential" classification or to a residential designation.

Action 5.103. Review undeveloped residentially zoned parcels in the Northern Area to determine appropriate zoning classification and consider a comprehensive rezoning.

Strategy 6: Reserve areas along the James River waterfront for recreation and provide public access for water oriented activity.

Action 6.101. Pursue development of a major County recreation area along the James River providing waterfront access and related uses as the focus of recreational activity.

Action 6.102. Identify additional opportunity sites along the James River to enhance public access to this major recreational resource.

Action 6.103. Pursue designation of the riverside areas along the James River as an environmentally-sensitive district.

Action 6.104. Develop a system of bicycle and pedestrian routes within the Northern

Area linking proposed recreation areas along the James River and recreational resources in other areas of the County.

Strategy 7: Establish procedures for defining and regulating development standards for environmentally-sensitive areas.

Action 7.101. Adopt provisions by which development in significant environmentally-sensitive areas can be regulated through the designation of overlay zoning districts. These provisions should require that: the basis for designation of specific areas be defined through environmental studies; the criteria for environmental significance be specified; and that development regulations address the specific environmental criteria. Thus, under such procedures an undeveloped stream corridor with steep wooded banks could be designated as a sensitive area based upon its value as a significant ecological community which would be severely impacted by disturbing the vegetation along the stream banks. In this case, standards for limiting removal of vegetation and retaining the natural slope in future development might be adopted.

Action 7.102. Consider requiring an environmental assessment for all future developments within designated environmentally-sensitive areas to determine impacts of development and mitigating measures. Exceptions could be provided for construction of individual residences which do not exceed specified thresholds of impacts.

Strategy 8: Preserve the identity of the communities of Midlothian and Bon Air and encourage their long-term vitality.

Action 8.101. Prepare a detailed Community Plan for the village of Midlothian as a basis for guiding future development and prioritizing needed improvements.

Action 8.102. Consider the development of a Historic Overlay District or other mechanism for the Midlothian area to provide local protection of important historic and cultural resources.

Action 8.103. Implement the Objectives and Strategies of **The Bon Air Plan**.

Strategy 9: Increase roadway and intersection capacity and safety.

Action 9.101. Monitor major intersections and frequent accident locations to determine signalization warrants and other safety improvements.

Action 9.102. Identify existing roadways warranting pavement marking.

Action 9.103. Develop driveway location and design standards and compile into a County Design Standards Handbook.

Action 9.104. Encourage State legislation to

change highway appropriations formulas and continue to lobby for funding for additional road improvements.

Action 9.105. Initiate collector road studies in subareas, as development proposals are submitted and as staff time permits.

Action 9.106. With the completion of Powhite Parkway, monitor feeder roads to the interchange areas to evaluate capacity.

Strategy 10: Preserve rights-of-way as identified by the Plan.

Action 10.101. Review setback requirements for new development on the basis of ultimate right-of-way needs relative to specific development proposals.

Action 10.102. Implement a program to provide engineering consultant services to the Transportation Department to enhance their ability to analyze right-of-way needs relative to specific development proposals.

Action 10.103. Strengthen requirements on all development proposals to ensure adequate right-of-way is obtained for future road needs.

Action 10.104. Consider program development for the advance acquisition of right-of-way through the County's Capital Improvements Program.